DANGERS OF COMPARTMENT-CARS-A REAL AMERICAN TRAIN-THE STAGE-COACH TYPE.

London, February 27. Since the murder of Miss Camp in a suburban railway carriage between Putney and Wandsworth, there has been a high degree of nervous tension among travellers. The adventure of an excitable woman, who opened the compartment door and clambered along the footboard to claim the protection of the guard while the train was trundling along at the rate of forty miles an hour, is one of many episodes illustrating the general apprehension which that crime has caused. Another desperate encounter is described to-day. Women avoid entering compartments which are not well filled with passengers, and when the carriage is nearly emptied and they are left alone with a man on the opposite seat they think of Miss Camp and are timorous and nervous. The crime has increased temporarily the anxieties of travel and rendered both women and men conscious of the risks to which they are exposed from isolation in compartment pens. A woman is afraid to take a seat in a carriage in which a man is the only other passenger; and a man is almost equally reluctant to travel in a compartment in which a woman is seated. One thinks of murder and the other of blackmail, and each is

equally uncomfortable. It is true that railway murders are exceedingly rare in England. There may be millions of passengers carried in safety before another life is sacrificed in consequence of the isolation of the murderer and his victim in a compartment. Moralists writing for railway journals do not find it difficult to prove that more murders are committed in houses and on the streets than in compartment carriages. One of these writers, I observe, refers to the Whitechapel murders, which baffled the vigilance and intelligence of the police patrolling the streets near by, and concludes that there is no safer place in the world than a compartment-car. It is not so safe a place but that a murderer during an interval of four or five minutes between stations can butcher his victim, conceal the body under a seat, and escape without leaving behird him any trace of his presence to lead to his identification. Nor is it so safe a place as a railway carriage without partitioned ompartments would be. Infrequent though these railway crimes may be in England and on the Continent, they are remembered for a long time, and are an unfalling source of anxiety and nervousness among timid and apprehensive travellers, and this feeling of trepldation and suspicion would be dispelled if long cars were substituted for compartment-car-

RAILWAY ECONOMICS.

It would be idle to assume that a single crime like the atrocious murder of Miss Camp will The American long car is adverated by severa! prominent journals as undeniably safer and more comfortable in many ways than the compartment-carriage, which is modelled upon the old-fashioned stage-coach; and the perversity with which the English railway companies cling to a system which facilitates robbery, murder and blackmail, is keenly deplored. These morals have been pointed many times; but the walled pen remains on wheels, where any crime can be committed, even with only five-minute intervals between stations, without any chance of help from the train guards or from fellow-travellers on either side

When adequate allowance has been made for the slowness with which the English people change their habits, the maintenance of the stagecoach system of construction is to be explained as a matter of rallway economics. The substiturtment carriages conservative, are accustomed to the present maniaes and murderers, and to blackmailing travellers are brought into closer contact with one another in a stage-coach compartment than As for classification, it is not impracticable in carriages which are open at the ends instead of being partitioned into pens.

The only genuine American train operated in England is on the Southeastern Railway, running between Charing Cross Station and Hastings every afternoon, and returning in the morncarriages, which were constructed in Troy, N. Y. These are entered at the ends, are lighted by electricity, are heated and admirably ventilated, are operated with improved American wheels and brakes. There are three classes of carriages, with a uniform plan of construction, but with modifications of upholstering and appointments Each has a smoking-saloon and a lavatory at one end, and the remaining space is occupied with seats or armchairs and lounges, with a free passage through the centre. The first-class carriages do not differ materially from American drawingthe ordinary compartment cars of the same classes. This is the only journey which an American can take in England without finding any cause for complaint. It is the best train in England, and the one which secures passengers in and invasion of privacy-that sacred privilege of

every full-blooded Englishman.

These cars were first operated experimentally in trains to Folkestone and Dover, connecting with Channel steamers; but within a few months they have been taken from that service, and are now used twice a day between Charing Cross and Hastings and St. Leonard's. The officials of the railway assert that it is a popular train; and it is hard to understand how it can be anything about; they have comfortable seats, are not exposed to draughts in winter, and have access to the smoking-room; they are not annoyed by the banging of the side doors at every station; they are not shut up in close and stuffy boxes, but have good air to breathe; and they are entirely relieved from the feeling of uneasiness and alarm, which is caused by a sense of isolation and want of protection when woman or man is im-Privacy is enjoyed in these carriages unclouded with morbid anxiety or fear; and the journey is made without fatigue and annoyance. Americans who travel in this train are at a loss to explain why the same system is not generally introduced on English rallways. It is, however, a problem of railway economics which the courteous officials have explained to me in detail.

"This is a good train for winter service, where ravel is light," is the explanatory comment, "but it will be taken off as soon as the spring opens." "Why cannot the train be operated in nmer?" I ask, with surprise. "Because we only carry about 150 passengers by this train," is the answer; "and we need to move 600 each way at the same hours when travel is heavcet." "Why not put on more cars of the same arn?" "That could not be done without add-

moved by the engine, 600 passengers can be carried in an English train and only 150 by this American train." "It is more economical to crowd the 600 into compartments than to multiply the number of comfortable American carriages?" "Yes; and the shorter train can be operated easily, whereas the long train would block the line and put the schedule out of gear."

NEW AND OLD TYPES.

Apparently there are economic motives behind the inertia of the railways in resisting the introduction of rational methods of reconstruction of rolling stock. The stage-coach type of carriage is the cheapest in practical operation. More passengers can be carried with the same weight of equipment in box-pens than in long cars, and consequently they are packed into compartments as closely as possible, so that the engine can have a normal weight behind it and the schedule not be disturbed and the line blocked. Classified boxes are more economical than classified cars, and privacy and isolation are privileges only to be secured by lavish tips to station-masters and guards.

It is true that the English public has become more or less habituated to dining-cars and drawing-room cars over long-distance routes. The Great Northern Railway has a comfortable system of Pullman cars for the Scotch express trains, with drawing-room and sleeping coaches and first and third-class dining-cars. It is a service inferior to that of the best American railways, such as the Pennsylvania and the New-York Central, but it is fairly good and the time of the express trains is very fast. Both the Northwestern and the Midland railways have a service of corridor vestibuled trains between London and Scotland, which corresponds closely to American limited trains. Meals cost about what they do in American dining-cars, four shillings for a table d'hôte dinner with coffee: but the menu is severely simple and plain in comparison with that provided on trains like the Congressional Limited, between New-York and Washington. Sleeping and drawing-room carriages of English pattern are also operated on the Scotch express trains of these two lines, the Irish mail train and on the special trains between London and Liverpool. The Southwestern has steamship trains of connected compartmentcars between London and Southampton, and drawing-room cars running to Bournemouth. The

Great Western and the Brighton railways have

hardsome corridor and drawing-room cars, and a

few of the other English railways, notably the

Great Eastern, have introduced long smoking-

cars and drawing-room cars. These are the

c osest approaches to luxurious railway travel in

England and Scotland.

The bulk of the rolling-stock on all the rallways is made up of compartment-cars, without essential variations from the original type. Sometimes the barriers between sections are partial, the partition not rising to the roof of the car. Sometimes the compartments are connected by doors. In the corridor-car there is on one side a narrow alley into which the com lead to the reconstruction of the rolling-stock partments open by sliding doors; and lavatories of English railways. There have been even are frequently connected with first and second more sensational cases of railway crime, and class carriages, and cars are sometimes linked the public feeling of uneasiness and suspicion | together by vestibules in through trains for has passed away without effecting any material long distances. These modifications are the modification of the compartment system. The main concessions which the railway companies outcries against the prevailing method of iso- have made in response to the public requirelating groups of passengers in separate pens | ment for additional comfort and luxury; and are, it is true, louder and angrier than the pro- these have been introduced on a small scale tests which are usually heard in such instances. and with great reluctance. The stage-coach type is considered good enough for the mass of the travelling public. There will be room for six passengers in a first-class compartment: for six passengers in a first-class compartment; for eight in second class, and for ten in third class; and the width of the seat and quality of the upholstering will depend upon the price paid for the ticket. The compartment will not be heated in winter. The doors will be closed with a nerve-racking bang whenever the guard is moved by curiosity to inspect the tickets. It was the method of travel which was considered comfortable and safe half a century ago, and it has not been changed in conservative England. Probably it will not be altered in another half-century, unless murders and blackmailing half-century, unless murders and blackmailing cases become more common than at present. There have only been three startling incidents of this nature during the last fortnight, and

of this nature during the last fortnight, and what are these when railway travellers in England may be numbered by the millions!

Moreover, there is the cord communicating with the guard. I never enter an English compartment without reading with a feeling of awe the printed instructions for finding and partment without reading with a feeling of awe the printed instructions for finding and "To call the attention of the guard and driver, passengers must pull down the cord which will be found outside the carriages, close to the cornice, over the window of the carriage door. There are cords on both sides of the train, but that on the right-hand side, in the direction in which the train is travelling, is the one by which alone the communication can be Passengers are earnestly requested made. Passengers are earnestly requested themselves to protect the communication from improper and mischievous use, as it is very important that it should not be used without real and urgent necessity." Then follows a citation of an act of Parliament imposing a fine of £5 for improper use of the cord. So deep is the respect for law in this most conservative of countries that victims of sudden attack apparently prefer to surrender at discretion rather than to incur the risk of being fined £5. Or £5 they escape the assailant's clutches, as Or, if they escape the assailant's clutches, as two of them have done recently, they crawl out on the footboard, but do not venture to pull the cord close to the cornice.

I. N. F.

ESCAPED FROM A MEXICAN PRISON.

the cord close to the cornice.

City of Mexico, March 7 .- Harold A. Elmer, who was charged here in January, 1896, with forging a note of the Chemical Bank of New-York for \$8,000, and also one for \$2,000 on the Ward Line agent, and who was convicted and imprisoned, escaped from the city prison on Friday night. He filed away the bars of his cell with a file supposed to have been given him by an American courtesan. Pansy Hawes, who has been arrested. The United States Government wanted Elmer on a charge of forgery in Florida, and his extradition had been granted, an officer being on his way to take him back. Elmer was formerly employed in the Government Printing Office in Washington, and also by a banknote company in New-York. His real name is Henry E. Ehringer. His father is a rich man, living in New-Jersey. Elmer about two years ago married a young woman in St. Louis and soon deserted her. He is known to have \$2,000 in his possession, and it is a mystery how he got it. and who was convicted and imprisoned, escaped

THE AILSA BEATS THE BRITANNIA.

Hyeres, March 7 .- A large crowd witnessed the yacht race here to-day for the Town Prize of 1,550 francs. The sun was shining brightly. At the start the wind was fluky, but later settled into a fine westerly breeze. The course was the same as that westerly breeze. The course was the same as that sailed over yesterday—three times round an eight-mile triangle. The race was won by A. Barclay Walker's Alisa, which defeated the Britannia, the owner of which, the Prince of Wales, was aboard during the race. The Alisa beat the Britannia by seven minutes.

In the race for small raters, over the same course, the Samphire, owned by Coionei A. Paget and Ogden Goelet, beat the French yacht Malgretout by half a winute.

EIGHT DROWNED IN A TUNNEL SHAFT. London, March 7.-Since the abandonment of the scheme for the construction of a tunnel under the English Channel the shaft that had been bored at Dover has been used as a coal mine. To-day while a number of men were at work in the mine the shaft was suddenly flooded, and eight of them were

ANXIETY ABOUT A WHALING STEAMER. St. John's, N. F., March 7.-Considerable anxiety is felt regarding the whaling steamer Esquimaux. which is now thirty days out from Dundee, bound for this port, to prosecute the seal fishery. Her sister ship, the Terranova, arrived ten days ago. There are about forty persons aboard the Esqui-

MAJOR WOOD STARTS FOR THE CAPITAL. Mount Sterling, Ky., March 7 .- Major A. T. Wood, the Kentucky Senatorial appointee, started this morning for Washington, and will report to the Scrate to-morrow. He will probably remain on the ground whether he is seated or not. Though he

the ground whether he is seated or not. Though he has never been considered a Senatorial candidate, Major Wood has decided to place his claims before the General Assembly.

Ex-Chief Justice Holt is gaining ground in his candidacy. Representative Carroll, of Louisville, is his son-in-law. Mr. Carroll is a Sound Money Democrat, and is credited with having the promises of the Sound Money Democrats that they will vote for Holt when it becomes clear that a gold Democrat cannot be elected, which is already evident. The gold Democrats last year held the key to the election.

ROUND ABOUT EUROPE.

GREAT BRITAIN'S ARMY THE MOST UN-HEALTHY MILITARY FORCE IN THE WORLD.

APPALLING FIGURES CONTAINED IN THE WAR DE-PARTMENT REPORTS-NINE HUNDREDTH ANNI-VERSARY OF THE FORK-EMIGRATION TO

SIBERIA STOPPED - KRUPP'S NEW SHIPYARDS AT KIEL - RUSSIAN RAILROAD TO CABUL-STEAM-BOATS ON THE JORDAN.

The British Army can scarcely be said to be a particularly healthy one, for, according to the official report of the medical division of the War Department, which has just been submitted to Parlia ment, the admissions into hospitals during the last twelve months were over 983 per thousand. The average strength of the army during the year under review is put down at 200,600, while the admissions to hospitals in that period were 199,312. It may be questioned whether any such astounding report has ever been submitted to any Legislat-

Venice is about to celebrate the 200th anniversary of the first introduction of the fork for table use. The merit of its adoption belongs to the Doge Orsolo, who at the wedding of his son produced a silver fork and a gold spoon. It was not until 300

to do so—unless he had felt himself commanded by God to do so.

In the evening another meeting was held at the Cooper Union, where the Commander addressed a large audience and the Volunteer Musical Group sang several selections.

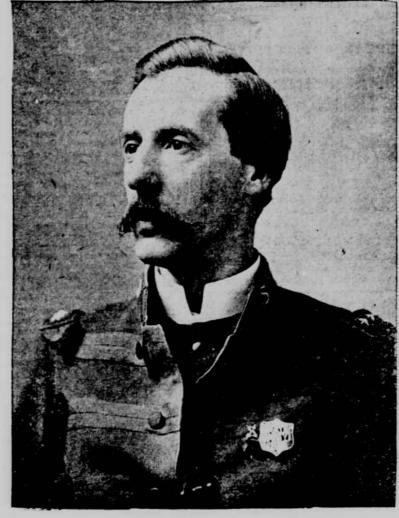
This evening the big anniversary meeting will be

THE VOLUNTEERS' CELEBRATION.

FIRST ANNIVERSARY OF THE FORMATION

OF THE ORGANIZATION. The Volunteers of America will hold an elaborate service this evening in Cooper Union in comm oration and celebration of the completion of their first year's work since their organization was founded by Ballington and Mrs. Booth as a result of a disagreement with the central authority of the Sa vation Army in London. The interest and discunsion caused by the volunteer movement, and the various phases of the disagreements of the Booths, have not yet altogether died out, and it has been kept awake in some degree ever since by occasional defections from the ranks of the old army to the

new organization. Some preliminary anniversary exercises of the Volunteers were held yesterday at various places in the city. In the afternoon, at 3:30 o'clock, a large congregation assembled in the Central Metropolitan Temple, Seventh-ave, and Fourteenth-st., to listen to an address by Ballington Booth. The Commander's address was for the most part a strictly religious appeal, but he made some reference to the causes that had, as he said, forced him and his wife outside the ranks of the army they had loved and served so well and so long. He declared that he never would have taken the first step ttward starting a new movement unless he had felt obliged to do so—unless he had felt himself commanded by



BALLINGTON BOOTH.

years later that the fork reached France, while it was only in the year 1608 that it was first adopted for table service in England.

To those who imagine that the very name of Siberla is calculated to send a cold chill into the heart of a Russian, by reason of its association with ideas of exile in its most harsh and cruel form, the announcement that the Muscovite Government has been expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Strong and Commander and Mrs. Ballington Booth will be present and speak.

The Volung Men's Christian Association building in East Twenty-third-st., at which it is expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Will be present and speak.

The Volung Men's Christian Association building in East Twenty-third-st., at which it is expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Will be present and speak.

The Volung Men's Christian Association building in East Twenty-third-st., at which it is expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Will be present and speak.

The Volung Men's Christian Association building in East Twenty-third-st., at which it is expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Will be present and speak.

The Volung Men's Christian Association building in East Twenty-third-st., at which it is expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Will be present and speak.

The Volung Men's Christian Association building in East Twenty-third-st., at which it is expected that District-Attorney Eachus. of Brooklyn; Miss Grace H. Dodge, the Rev. Dr. Josiah Will be present and Speak.

The Volunter's have grown rapidly since the formation of the organization, Commander Booth says, having now more than fifty officers, more than 150 per present and the present and the present and the present and the present ernment has been compelled to stop summarily the emigration from Russia-in-Europe to Siberia wil come in the nature of a surprise. It seems that the exodus in the direction of Siberia has assumed such vast proportions that the authorities began to fear vast proportions that the admission would be completely that North and East Russia would be completely depopulated, the falling off in revenue from the thus deserted portions of the Empire having been thus deserted portions of the Empire having been or-

mony the centenary of her national anthem. The formance of the drama entitled "Joseph Haydn," who was the composer of the grand song. The perpictures, at the Court Theatre, in the presence of the Emperor, and every one of the scenes repre-sented a phase of the great musician's life. The performance was brought to a cless by the famous farewell symphony, in which the musicians of the orchestra, one after another, ceased playing, ex-tinguished their lights and vanished from their desks.

been inaugurated at Vlenna by the enormously powerful and fanatic anti-Semite party, it may be mentioned that the management of the Carl Thementioned that the management of the Carl man

Herr Krupp, the so-called Cannon King of Es having acquired the Germania Company's dock yards at Kiel, is now negotiating with the munici pality of that city for the purchase of an immense tract of adjoining land. Herr Krupp proposes not tract of adjoining land. Herr Krupp proposes not only to move to Kiel his great engine works at Tegel, near Berlin, but to improve the present dockyard accommodation at Kiel to such an extent as to meet all modern requirements. Herr Krupp's object is to make his Kiel establishment the foremost in Germany for the building of German warships, as well as to be able to compete successfully with any British shipyard as far as the merchant marine is concerned. The German Government has already given Herr Krupp an order for a new and fine cruiser.

securing the co-operation and sanction of the Ameer of Afghanistan for the construction of a branch railroad from the capital of Afghanistan to a point where it would tap the great Transsibertan line. Russia looks forward to extending eventually this branch road further south until it finally reaches the British Indian Railroad system. When that is completed people will be able to go all the way by rail from Paris to Calcutta without leaving the railroad carriage. Ameer of Afghanistan for the construction of a

The construction of a trolley-car line from Cairo to the Pyramids has now been followed by the placing of a steamboat on the River Jordan, which makes the journey from Jericho to Tiberias-that is to say, from the Dead Sea to the Lake of Galilee—in about seven hours. If matters go on at this rate we shall before long witness the installation of electric light in the mysterious caves beneath the mosque at Hebron, and Röntgen rays applied to the mummles of Abraham, Isaac, Jacob and the other patriarchs who are supposed to repose there.

and influential, has just laid at the feet of Emperor William a fulsome address of gratitude for the sympathy which he has manifested in favor of the Sublime Porte in its conflict with Greece. That Emperor William should have accepted it is sur-prising, and even his best friends are of the opin-ion that he has made a political mistake in thus demonstrating to the world that he has more good-will for Mahometans than for Christians.

presented to the English Parliament with regard to the condition of Egypt during the last twelve months is the description by the British Resident, Lord Cromer, of the success that has attended the new experiment of State adjances to the natives on the security of their crops. Until now the only people to whom the peasantry could apply for loans

NEEDS OF TEACHERS COLLEGE.

fization has grown even more rapidly than in

A MORTGAGE OF \$15,000 TO BE PAID, OF WHICH \$25,000 IS PROMISED-THE IN-

The Teachers College was founded eight years and active interest in public education; of estabeducational problems of the time, and for the trainmen and women whose conception of what schools should teach was derived chiefly from the knowledge of what life requires; whose interests and aims were, at first, primarily philanthropic, but tion is the surest and most direct, and that in

teachers.

The current expense demands have always congratulation, as the annual budgets have risen year. During the hard times of 1893-794 the trustees were building, and were obliged to contract a mortgage of \$125,000, so as to insure prompt pay-ment of contractors. Of this \$10,000 has been paid off, and it is urgently desired that before the new group of buildings is occupied next fall the bal-ance of this mortgage may be cancelled, and the Teachers College stand completed and free of all

lege has generously promised \$25,000 if the \$90,000 is secured. Appreciating this generous promise, they propose to make every effort to fulfil the conditions, desire to appeal to the citizens of New-York

Since 1890 the trustees have acquired twenty-five Since 1890 the trustees have acquired twenty-five lots on West One-hundred-and-twentieth and One-hundred-and twenty-first sts., value \$250,099; the late residence, No. 131 East 36th-st.

organization and methods the college classes learn how a school should be graded and arranged as well as taught.

There are at present 422 students in the college and extension classes and 368 in the school. In addition, many teachers come to the lectures and classes. These exert great influence outside, and extend to thousand of children the impulse received at the college. The earnings have always been 50 per cent of the expenses of the college.

Spencer Trask is chairman of the Board of Trustees and Miss Grace H. Dodge is treasurer.

THE CONDITION OF MISS BAKER.

Miss Florence Baker, whose unfortunate associaion with the accident that resulted in James P. Dobbs on Saturday night, was said yesterday to be recovering from the prostration that has confined her to her room since Friday last. Miss Baker has suffered greatly from the shock and grief at Mr. Kernochan's death, and has been under the constant

business with a handsome competency. He was the founder of the firm of M. Arnold & Co., of No. 130 Greene-st. A widow and five daughters, all of whom are married, and Milton S. Arnold, an only son, survive him. The funeral will be held at 9:30 this morning, at the house. The Rev. Dr. G. Gotthell will officiate and the burial will be at Cypress Hills.

ORITUARY.

MORRIS ARNOLD

New-York consisted of hope and energy, Mr. Ar-

nold was enabled a few years ago to retire from

MRS. J. M. PHILPUTT. Mrs. Nellie Pettit Philputt, wife of the Rev. Dr. James Millard Philputt, died yesterday morning after a painful illness of eight months. She was the daughter of Professor and Mrs. George W. Pettit, and was well known in the musical circles of the city. For several years she was organist of the Church of the Strangers. In October, 1888, she was married to the Rev. Dr. Philputt, and the following year they founded the Lenox Avenue Union Church (Disciples), which now owns a beautiful building in One-hundred-and-nineteenth-st., between Lenox and Fifth aves. Mrs. Ph'lputt's musical ability and attractive personality had much to do with the growth of this church. She was also prominent in the social and philanthropic work of Harlem, being a director in the Harlem Philharmonic Society, a founder and for one year president of the Lenox Choral Society, a founder and first vice-president of the Harlem Young Women's Christian Association, first vice-president of the Auxiliary of the Harlem Eye and Ear Infirmary, vice-president of the Woman's National Sabbath Alliance, and supporting member of several other Harlem institutions. She will be sorely missed by a large circle of friends.

tions. She will be sorely missed by a large care of friends.

The funeral services will be held at her home, No. 145 West Cne-hundred-and-nineteenth-st., to-morrow evening, at 8 o'clock. The burial will be at Riverhead, Long Island.

THE REV. DR. CHARLES AREY.

Salem, Mass., March 7.-The Rev. Dr. Charles Arey died last night after a long and painful ill-ness. He was born in Wellfleet, Mass., August 22, He entered Dartmouth in 1840 and the sophomore class at Harvard in 1841, going from there Kenyon College, Ohio, where he was graduated Kenyon College, Ohio, where he was graduated in 1846. In the latter year he was ordained deacon. His first parish was Trinity Church, Toledo, in 1846, and he was ordained to the presthood in 1848 by Bishop Delancy, of Western New-York. Up to 1890 he had filled the following pastorates: St. Paul's Church, Erle, Penn.; Christ Church, Ballston Spa, N. Y.; Grace Church, Jersey City; Trinity Church, Fredonia, N. Y.; St. John's Church, Buffalo, and St. Peter's Church, Salem. When in Buffalo he was well acquainted with Grover Cleveland, and when Mr. Cleveland first ran for President Dr. Arey defended him from certain damaging statements. It was this which drove Dr. Arey from St. Peter's Church.

THE REV. DR. E. COBHAM BREWER. London, March 7.-The Rev. Dr. E. Cobham Brewer died from apoplexy yesterday at Edwin-stowe.

Dr. Brewer was born in London in 1810. He won high honors at Trinity College, Cambridge, and was ordained a deacon in 1834, a priest in 1836, and proceeded to the degree of LL.D. in 1840. In 1850 was published his "Guide to Science," which attained a large circulation. He was also the author of other well-known works. He published about thirty educational books, and a number of pamphlets under various pseudonymes.

COMMENT ON CURRENT TOPICS.

MODERN CHIVALRY.

From The Washington Post.

There is not a Greek in Crete who would purchase safety at the cost of dishonor and humiliation. There is not a Greek in Greece who would forstve the infamy. We are about to witness an apotheosis of chivalry more magnificent than any we have known or heard of since the days of the Templars and the Paladins—since the days of Richard and Godfrey de Bouilion.

IS THE CONCERT BREAKING?

From The Philadelphia Telegraph.

When the Joliston comes it is most logical to suppose that the concert of the Powers will prove a force and will disappear in smoke. Greece no doubt realizes this fact and is banking on this result. In that event a war would not be waged between Greece and all the rest of the European Continent, but it would be a sort of family affair in which the different nations would be fighting against each other.

From The Rochester Herald.
It is not a Cabinet of celebrities, but it ought to prove a good working Cabinet. There is little reason to apprehend that the relations of its members with one another and with the President will not be harmonious throughout the Administration.

FOR WORK, NOT FOR ORNAMENT.

THE MONETARY CONFERENCE.

From The Chicago Tribune.

It dertainly would be advisable to feel the pulse of Europe before calling a convention and sending Commissioners who may have no definite propesitions to make, or who may make some which it ought to be understood the European nations cannot accept.

THE EXTRA SESSION.

The Coming extra session of Congress will be most important. Every one has been saying this for the last several weeks. But do they realize what must be done by that body? The tariff must be settled and settled rightly and settled at once. Fortunately the bill is already far advanced and there will be none or very little delay in either reporting or in passing it.

affections can be relieved, and in the great majority of cases the disease can be cured with Dr. D. Jayne's Expectorant.

NICHTHAUSER-MANNHEIMER-On Sunday, March 7, 1887, by Rev. Raphael Benjamin, M. A., Regina Mannheimer to Joseph Nichthauser.

dorsed with full name and address.

BALDWIN-On Saturday, March 6, at South Duxbury, Mass., Charles Edward Baldwin, son of the late Charles C, and May A. Baldwin.

BARTHOLOMEW-At Englewood, N. J., at the residence of her brother-in-law, H. Rowland Vermilve, on March 6, 1867, Sarah M., wife of C. Griffing Bartholomew.

Funeral private.

Branford (Conn.) papers please copp.

PAYLISS.—On Sunday, March 7, Benjamin H. Bayliss.

BAYLISS—on Sunday, March 7, Benjamin H. Bayliss, aged 54 years.
Funeral services will be held at the Memorial Presby-terian Church, corner of Tih-ave, and St. John's Place.
Brooklyn, on Tuesday, March 9, at 8 o'clock in the

lots on West One-hundred-and-twentieth and One-hundred-and twerty-first sts., value \$20,000; the Manual Arts Building and equipments, \$250,000; the Milbank Memorial and equipment, cost \$150,000; donations toward main building and equipment, \$250,000; total, \$1,000,000.

Manual training or practical education has been from the outset the keynote of the college work, this in its twofold aspect—the one, based on the social conditions and needs of modern life, which contends that every boy and girl should learn how to use hands and eyes, and be trained in the use of tools as well as to sew, cook and take responsibilities in the home; the other, which is more important, the psychological. This asserts that the mind of the child requires at every stage of its development the practical exercises afforded by contact who clay, paper, cloth, wood and iron in the processes of modelling, drawing and construction in its various forms.

Extension classes, lectures for mothers, public school teachers and others interested in education are held weekly, and the college has been aptity called "the People's College, for it meets the needs of the people. Its 1,000 graduates represent over twenty States, and thus makes the college National in character.

A school is maintained complete, from a kindergarten class of little ones under five to the high school, where young men and women come to prepare for further studies or for life. All is under one able head, and through the studying of its organization and methods the college classes learn how a school should be graded and arranged as well as taught.

The area at present 42 students in the college classes learn how a school should be graded and arranged as well as taught.

o'clock a. m.—On Friday, March 5, William Johnson, at his residence, No. 109 West 62d-st Relatives and friends are invited to attend the funeral services on Tuesday, March 9 at 4 p. m. services on Tuesday, March 9 at 4 p. m.

KERNOCHAN—At his residence, No. 824 5th-ave., on Friday, March 5, James Powell Kernochan, in the 66th year of his age.

Funeral Monday, March 8, from 8t. James's Church, corner 71st-st. and Madison-ave. at 19 o'clock.

It is kindly requested that no flowers be sent.

It is kindly requested that no flowers be sent.

KING—On Saturday, March 6, at Providence, R. I., William Henry King, aged 78, son of the late Dr. David King, sr. of Newport, R. I.

Funeral services at the Beimont Memorial Chapel, Newport, on Tuesday, March 9, at 2:30 p. m.

LINDENBORN—On Saturday, March 6, Laura Bascombe, wife of David Lindenborn.

Funeral from her late residence, No. 26 West 61st-st., 1 p. m. to-day,

MAYER—On Saturday, March 6, 1897, of pneumonia, Robert Easton, aged 7, eidest son of William E. C. and Alice Easton Mayer.

Funeral from residence of his parents, No. 694 Flatbushave. Flatbush, Monday, March 8, 1897, at 2 o'clock.

DIED.

of Guy Minton.
Funeral from Presbyterian Chapel, Chatham, N. J., on
Tuesday, at S o'clock. Tuesday, at 3 6 clock.

PHILPUTT—On Sunday, March 7, 1897, Neille, beloved wife of the Rev. James Millard Philputt, Dr. D., and daughter of Professor and Mrs. George W. Pettit.

Puneral services at the residence, No. 145 West 119th—st.,

Tuesday evening, March 8, at 8 o'clock.

Interment at Riverhead, Long Island.

Morris Arnold, for many years a prominent dry-goods importer in this city, died at his home, No. 140 West Sixty-fifth-st., on Saturday. Mr. Arnold's death was due to chronic internal troubles, from which he had suffered for the last two years. He Interment at Riverhead, Long Island.

SHIVERICK.—Suddenly, on March 8, 1897, Mrs. Stells L.

Shiverick, wife of Nathaniel Shiverick.

Funeral services at her late residence, No. 254 West 435
st., Monday, March 8, at 1 p. m.

Burial at Falmouth, Mass. was born in Wurtemberg, Germany, seventy-eight years ago, and came to this country in his eighteenth year. Although his only capital when he landed in

SMITH -At Stamford, Conn., on Sunday afternoon, March 7. Maithle Smith, in the 57th year of his age. Puneral services at his late residence on Wednesday afternoon, March 10, at 2:30. Carriages will meet trains leaving Grand Central Depo-at 12:32.

at 12:02.

STAPLES—On Saturday, March 6, Horace Staples, is the 16th year of his age.

Funeral services will be held at the Congregational Church at Westport, Conn., on Tuesday, March 9, at 2a:00 p. m.

Carriages will be in waiting on arrival 12:03 train from Grand Central Depot. SUTTON-At Purchase, N. Y. Third Month (March), Sixth. Thomas Sutton, in the Sith year of his age. Funeral at Purchase Meeting House, Second Day, 8th inst., at II o'clock a. m. Carriages in waiting at White Plains on arrival of \$468 train from Grand Central Depot.

VAN DYCK—At the home of her son, F. C. Van Dyck,
New-Brunswick, N. J., on March 6, Mary F. B. Van
Dyck,
Puneral at Cozsackie, N. Y., at the convenience of the
family,
Albany and Hudson papers please copy.
WHITE—At the residence of his daughter, Mrs. C. D.
Van Zandt, No. 28 Rutger-st., Dr. J. Raisey White,
aged 67 years, formerly of New-Tork City.
WHITNEY—In Brooklyn, Sunday, March 7, Dora B.,
wife of Orville P. Whitney,
Funeral services Tuerday, March 9, at 8 p. m., at No.
225 Halsey-st.

WRIGHT—At his residence, in Duxbury, Mass., on Set-urday March 6, in the 73d year of his are: George Weilman Wright, son of the late John S. Wright, of Boston, Mass. Funeral from Trinity Church, Boston, on Monday, March 8, at 220 o'clock.

WOODLAWN CEMETERY.
Office No. 20 E. 23d-st.
Woodlawn Station (24th Ward) Harlem Railrood.

Special Notices.

At the American Art Galleries, MADISON SQUARE SOUTH, NEW-YORK.

This (Monday), Tuesday and Wednesday day, March 10th, So'clock p. m. ARTISTIC PRODUCTIONS

JAPAN.

THE YAMANAKA COLLECTION.

CRYSTAL BALLS AND VASES, FINE OLD LAC-QUERS, BEAUTIFUL ENAMELS, CABINET GENS, CURIOS, ANCIENT BUDDHISTIC STATUETTES, AND COLOSSAL TEMPLE IDOLS, POTTERY, PORCELAIN, PALACE SCREENS, RARE FABRICS, KAKEMONOS,

March 9, at 8, o'Clock. MODERN PAINTINGS in Oil and Water Colors, Original Draw-

From the Collection of MR. ALFRED TRUMBLE.

the well-known Art Writer and Editor, with additions by his friend, Mr. WM. CLAUSEN.

AMERICAN ART ASSOCIATION, MANAGERS. 6 East 23d st., Madison Square South

FREE VIEW. OPEN FROM 8:30 A. M. TILL 6 P. M.

BERNE BELLECOUR, INNESS, PARTON, PIOT. ROBIE, BOUDIN, BRISSOT, CHAIGNEAU, CRANE, DESGOFFE, DETTI, HENNER, HUGUET,

ROBIE, ROYBET, VOLLON, WIGGINS, WORMS, ZIEM, TO BE SOLD BY ORDER OF

Messrs, F. D. and G. H. Ainelle, TUESDAY EVENING, MARCH 9, ROBERT SOMERVILLE, ORTGIES & CO.

Heinigke & Bowen, MEMORIAL WINDOWS.

Espenscheld's Celebrated Hats, Spring Styles ready. Salestoom, 118 Nassa

direct, per s. a. Friesland, via Antwerp dieters must be directed per Friesland').

SATURDAY—At 5 a. m. for France, Switzerland, Italy, Spain, Portugal, Turkey, Egyp, and British India, per s. s. La Bretagne, via Have detters for other parts of Europe must be directed "per La Bretagne"); at 8 a. m. for Netherlands direct, per s. s. Werkendam"); at 8 a. m. for Genoa, per s. s. Fulia detters must be directed "per Werkendam"; at 8 a. m. for Genoa, per s. s. Fulia detters must be directed "per Fulidi"), at 9 a. m. deupplementary 10:30 a. m.) for Europe, per 4 s. *Aurania, via Queenstown; at 11 a. m. for Norway direct, per s. s. Island detters must be directed "per Island").

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

MONDAY—At †3 p. m. for Belize, Cortex and Guatemala, per steamer from New-Orleans; at 9 p. m. for Jamalca, per steamer from Boston.

TUESDAY—At 230 p. m. for Port Antonio, per steamer from Baltimore, at 10 a. m. (supplementary 10:30 a. m.) for Cape Hatti, Gonalves, Perti Giase, Carthagena and Santa Martha, per s. s. Holstein; at †3 p. m. for Costa Bica, per steamer from New-Orleans, at 7 p. m. for Nassau, N. P., per steamer from Miami, Fig. p. m. for WEDNESDAY—At 10 a. m. (supplementary 11 a. m.) for Central America (except Costa Rica) and South Pacific ports, per s. s. Allianca, via Colon detters for Guatemala must be directed "per Allianca"; at 11 a. m. for Progreso, per s. s. Panama delices for other parts of Mexico must be directed "per Panama"; at 1 p. m. for Custa, per s. s. Yumuri, via Havana,

THURSDAY—At 1 p. m. (supplementary 1:30 p. m.) for Narsau, N. P., and Santlago de Cuba, per s. s. Santiago.

Narsau, N. P., and Santiago de Cuba, per s. s. Santiago, per la complementary 10:30 a. m.) for Jamalea. Port au Prince, Savanilla and Carthagena, per s. s. Alleghany (letters for Costa Rica must be directed 'per Alleghany'), at 7 p. m. for Nassau, N. P., per steamer from Miami, Fia. SATUEDAV—At 8 a. m. for Bermiuda, per s. s. Trinidad; at 10 a. m. (supplementary 10:30 a. m.) for Jeremie, lacmel and Aux Cayes, per s. s. Alps (letters e. Belize, Guatemaia and Puerto Cortex must be directed "per Alps") at 10:30 a. m. for Campache. Chiapas, Tabasco and Yucatan, per s. s. Seneca (letters for other parts of Mexico and for Cuba must be directed "per Seneca"); at 10:30 a. m. for Haiti. Cuma for Carunano, per s. s. Prins Willem I (letters de other parts of Mexico and for Cuba must be directed "per Prins Willem and Durch Guinna must be directed "per Prins Willem I of Caronala; at 8:30 p. m. for Newfoundian, per s. a. Grenala; at 8:30 p. m. for Newfoundian, per steamer from Haitax.

VAN DYCK-At the home of her son, F. C. Van Dries, New-Brunswick, N. J., on March 6, Mary F. B. Van

Unreserved Public Sale, Afternoons, at 2:30, and on Wednes-

OF ANCIENT AND MODERN

SUPERB ERONZES, ARTISTIC IVORY CARVINGS.

To-morrow (Tuesday) Evening Next,

ings, Old and, Modern Engravings and Etchings.

Free View 9 a. m. to 6 p. m. THOMAS E. KIRBY, AUCTIONEER.

Fifth Avenue Art Galleries,

Modern French and American PAINTINGS, Including fine examples of

Auctioneer,